

BINGO FUEL

BY SAKAZAKI FREDDY



SOME-
WHERE
AROUND
HERE,
RIGHT?

AH?

THERE
THEY
ARE.

OUT
HERE,
HUH?

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TO THINK THEY
MOBILIZED ALL OF US
FOR THE SUPPLY
OPERATION, NOT TO
MENTION ME...
WHAT KIND OF
FLEET IS IT?

THE
MAIN FLEET
SHOULD BE
HERE SOON,
GO AHEAD
AND REST
A BIT.

IS
THIS THE
RENDEZ-
VOUS
POINT?

This
island.

THE OPERATION WAS
ORGANIZED RATHER
HASTILY, SO WE'RE NOT
SURE WHAT FLEET IS
COMING EITHER.

CHITOSE'S
FUEL PAYLOAD
(NO DEAD-WT TONNAGE)
2750 TONS

MEASURED IN TERMS
OF HEAVY FUEL OIL

AND THIS IS
THE MOST WE
COULD CARRY.
IT'S GOT TO
BE A PRETTY
LARGE-SCALE
OPERATION,
RIGHT?

THEY
MUSTERED
UP EVERY
SHIP
WITH ANY
EXPERIENCE
TRANSPORTING
FUEL
FOR
RESUPPLY

Is that?

HUFF
HUFF

There
are
also
this

MIZUHO'S
FUEL PAYLOAD
3348 TONS

WOW!
GREAT
JOB!!

CHIYODA'S
FUEL PAYLOAD
(NO DEAD-WT TONNAGE)
2750 TONS
AN AMAGARI W/OLE CARRYING
TYPE A KOGANEI SUBMARINES HER PAYLOAD WAS
1000 TONS

NOTE SOME LARGE SCALE
TAS ISLANDS WHEN READING
EVENTS

AS AN
ARISE, WHEN
CONSTRUCTION
BEGAN ON
SHOUHOU, SHE
WAS DESIGNED
TO BE
CONVERTIBLE
INTO A
REPLENISHMENT
OILER WITH A
FUEL PAYLOAD
OF 4000 TONS

I WAS A
SUBMARINE
TENDER
BEFORE I
BECAME A
LIGHT
CARRIER,
SO I WAS
CALLED
UP TOO

(I'm not very
social,
either)

SHOUHOU'S

4000 TONS

1870 TONS

TAKER'S

1070 TONS

1070 TONS

SHOUHOU-
SAN,
AREN'T
YOU A
LIGHT
CARRIER?

HAUM?
WELL, THAT YOU
GUY'S NAME WITH
THE FUEL TONS
BUT...

THEN ALL
TOGETHER WE'VE
MANAGED TO
GATHER UP JUST
OVER 20,000
TONS OF FUEL!

As expected
of a
dedicated
oiler!

Nice!

21,500
tons
total!

HAYASUI'S
FUEL PAYLOAD

9800 TONS

WHAT
KIND OF
FLEET
WOULD
CONSUME
THIS
MUCH...

WAIT...

But... that's
great...
all that!

They'll have
to do
something
and get
more...

THERE MUST BE CARRIERS OR BATTLESHIPS, THEN. IS THIS RESUPPLY FOR SOME CRITICAL, LONG-DISTANCE MISSION...?

AND HEAVY CRUISERS, AROUND 1000 - 2000 TONS.

LIGHT CRUISERS, AROUND 100 - 1300 TONS.

DESTROYERS HAVE A FUEL CAPACITY OF AROUND 400 - 600 TONS, ALTHOUGH AKIZUKI-SAN CAN STOW 1000 TONS.

EVEN IF THE FUEL GAUGE ONLY FOR RESUPPLY BUT ALSO FOR REFUELING SMALLER SHIPS FROM THE LARGER ONES, THIS IS STRANGE...

AKIHO (AFTER REARROLL) 2349 TONS

AKIHO (AFTER REARROLL) 475 TONS

I'M RIGHT HERE, YOU KNOW?

YAMATO-SAN'S A POSSIBILITY AS WELL...

AKABI (AFTER REARROLL) 5700 TONS

KAGA (AFTER REARROLL) 7500 TONS

AKAGI-SAN ISN'T HALF-BAD EITHER.

All the carriers can drink a lot.

KAGA-SAN SEEMS TO HOLD QUITE A BIT OF FUEL, DOESN'T SHE?

AKAGI (AFTER REARROLL) 9000 TONS

SINCE WE'RE GOING THROUGH ALL THIS TROUBLE ANYWAY, WE MIGHT AS WELL HAVE SOME FOOD WITH THE SUPPLIES. THEY CAME TO HELP WITH THE COOKING.

The meat crossbreads and steaks are finished.

It shows for the true strength of the Yamato diet!

I'm great at both Japanese and Western cuisine, you know?

YAMATO-SAN AND HOU-SHOU-SAN!



AS FAR
AS FOOD
GOES, WE
CAN EASILY
HANDLE
EVEN A
LARGE-SCALE
FLEET!

MAHYA CARRIED ENOUGH FOOD
TO FEED 10,000 PEOPLE FOR 3
WEEKS AND IRARU CARRIED
ENOUGH TO FEED 20,000
PEOPLE FOR 2 WEEKS!

THAT'S
A LOT OF
FOOD,
ISN'T IT?



EH?

THERE'S
ONLY
FOUR?

WE'RE
HERE FOR
SUPPLIES~!

AH,
THERE
THEY
ARE.

WE WERE TOLD
THERE'D BE
SEVERAL FOREIGN
SHIPS, SO
THERE'S A BIT
MORE WESTERN
CUISINE.

REA-
L-
LY

EVEN WITH THE
TWO ITALIANS
AND NAGATO-SAN
DRINKING AS
MUCH AS THEY
CAN, WE STILL
HAVE 7399
TONS TO GO...
ALL THAT'S
LEFT IS
BISMARCK-SAN...

WHAT A
STEREO-
TYPE.

IS THAT SOP
ITALIANS ALWAYS
SEEMED TO
HAVE THIS
IMAGE OF BEING
BIG EATERS...

DON'T
WORRY, WE
DON'T
HAVE BIG
APPETITES.
IT'S PLENTY.

WAIT,
AN ALL-
BATTLESHIP
COMPO-
SITION?
No
wonder...



NAGATO'S
FUEL CAPACITY
(AFTER REPAIRS)
5780
TONS



VITTORIO
VENETO-CLASS
FUEL CAPACITY
4210
TONS



7000
TONS
OR SO
SHOULD
BE
PLENTY...

RIGHT?

BISMARCK'S
FUEL
CAPACITY

**8700
TONS**

AS OF DECEMBER 1,
2015, THE HIGHEST
OF ANY FULLY
IMPLEMENTED SHIP

YES,
IT'S A
BIT
LACK-
ING.

MOUTH
HANGING...

THE NAVAL DISTRICT'S FUEL
SUPPLIES CONTINUED TO
BE EXHAUSTED TODAY.

IT SEEMS A RIVAL
THREATENING
THE PRIDE OF
THE CARDIV 1
HAS APPEARED!

END